AMENDMENTS TO THE SPECIFICATION

IN THE ABSTRACT OF THE DISCLOSURE:

Replace the Abstract of the Disclosure currently of record with the following new Abstract of the Disclosure.

ABSTRACT OF THE DISCLOSURE

The present invention provides an inflator for an air bag in which fragments of a rupturable plate do not flow into the air bag, a stable operational performance is exhibited, a manufacturing cost is reduced but durability is improved and installation is made easy. The present invention provides an inflator for an air bag comprising a diffuser portion having a gas discharging port and a gas discharging duct extending from the gas discharging port in the axial direction of an inflator housing, wherein the total opening area of plural openings provided at distal ends of a branched portion in the gas discharging duct is larger than the opening area of an orifice portion provided inside the diffuser portion.

IN THE SPECIFICATION:

Page 1

The paragraph at lines 10-21 has been amended as follows:

In order to protect a passenger from the impact at the time of vehicle collision, various air bag systems (inflating-type safety apparatuses) are mounted in a vehicle. These air bag systems are formed such that they can achieve an optimal passenger protection according to a seat position of a passenger inside the vehicle, a protecting (restraining) method for a passenger subjected to the impact or the like. Various air bag systems such as one arranged at a driver side, one arranged at a front passenger side, one for protecting a passenger from a side collision, and one for ~~inflating an curtain~~ inflating a curtain air bag are provided currently.

Pages 1-2

The paragraph beginning on page 1, line 21 and ending on page 2, line 2, has been amended as follows:

~~These air bag system~~These air bag systems of various kinds ~~includes~~ include an inflator for generating a gas for inflating an air bag (a bag body) at the time of activation, and such an inflator is provided that a pressurized medium such as a pressurized gas is charged as a gas source for inflating an air bag.

Page 5

The paragraph at lines 19-20 has been amended as follows:

As the conventional art regarding the curtain air bag system, for example, ~~there are~~there is JP-A 9-254736.

Page 18

Lines 8-22 have been deleted in their entirety.

Pages 24-25

The paragraph beginning on page 24, line 15 and ending on page 25, line 20 has been amended as follows:

In the aspect shown in Fig. 6, the inflator 10 is installed on the rear side of a B pillar (a center pillar) in the vehicle. The inflator 10 is installed at such a position because it is difficult to install the inflator in the middle between the front seat and the rear seat on account of a mounting space in the vicinity of the ceiling of the vehicle. The gas discharging duct is also installed nearer to the rear side of the vehicle (near to a side window 32 in the rear side) due to the installation of the inflator 10 at such a position. For this reason, pipes 21a and 21b, which connect the air bags 20 and the distal ends of the branched portion 13a of the gas discharging duct 11a are different in length, and the pipe 21a directed to the front seat is larger than the pipe 21b directed to the rear seat. Accordingly, there is a time lag between the time when an inflating gas, which is

discharged from the gas discharging port (indicated with the numeral 16 in the Fig. 1) of the inflator 10, reaches the air bag 20a disposed at the front seat and the time when the inflating gas reaches the air bag 20b disposed at the rear seat. Further, there ~~are also a difference~~is also a difference in inflating pressure between the air bags, and a difference in a development starting or terminating time between the air bags. In view of these circumstances, the air bag at the front seat and the air bag at the rear seat can be developed equally by varying the total opening areas of the hole portions (indicated with the numeral 40 in Fig. 1) which are formed on the respective ends of the branched portion 13, that is, by making the total opening area in the air bag 20a side in the front seat different from the total opening area in the air bag 20b side in the rear seat. Particularly in the case shown in this embodiment, the total opening area of the hole portions in the air bag 20a side in the front seat of the vehicle is made larger than the total opening area of the hole portions in the air bag 20b side in the rear seat of the vehicle.